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4237

## RULES AND REGULATIONS.

1. The clock in the telegraph office at Omaha will be the standard time, and conductors and enginemen will regulate their time-pieces by it.
2. At meeting points conductors will allow five minutes for variation of watches, if trains due have not arrived.
3. Trains going east will side track at meeting points.
4. Passenger trains have right of track. Passenger trains will not wait for freight trains.
5. Freight trains must keep entirely out of the way of the passenger trains, and give them a clear track.
6. They must be on siding at least ten minutes before a passenger train is due at a station.
7. Mixed trains will be governed by freight train rules.
8. Passenger trains will not be started or run without the bell cord running through the entire length of the train, connecting the rear car with the signal bell of the engine.
9. Passenger trains will leave Omaha and Bryan on time, regardless of trains due before their leaving time. Trains due before the departure of such trains must be kept entirely out of the way, and give them a clear track.
10. Passenger trains going west have the right of the track for one hour behind their own schedule time. If not then at meeting points, passenger trains going east will proceed, keeping one hour and five minutes behind their own schedule time until they have met and passed the westward bound passenger train.
11. Freight Trains will leave Omaha and Bryan on time, regardless of Freight Trains due before their leaving time. Freight Trains due before the departure of such Trains must be kept entirely out of the way, and give them a clear track.
12. Freight Trains going West will have the right of track, against Freight Trains going East, for one hour behind their Schedule time. If not then at the meeting points, Freight Trains going East will proceed, keeping one hour and five minutes behind their own Schedule time, until they have met and passed the Westward bound Freight Train.
13. When it becomes necessary for two trains to leave any station "at or about the same time," the one following must wait at the station ten minutes after the departure of the leading train.
14. Wood, gravel, construction, and wild trains must give regular passenger and freight trains a clear track; they must be on siding out of the way at least ten minutes before the regular trains are due at the station.
15. When there is more than one train running on the same schedule time, the leading sections will carry a flag; following sections have the same rights as leading sections, and no more.
16. Conductors will be held personally responsible for the proper adjustment of all switches used by their trains.
17. Enginemen must see that their engines are provided with jack-screws, extra spring hangers, large lanterns for front of engine, two small white and one red lantern, red flags, and all tools necessary in case of accident. No train must be run at night without proper head light.
18. Conductors are authorized to call on division men for assistance in case of accident, or in loading and unloading cars.
19. Enginemen are subject to the orders of the conductor having charge of the train, but at the same time are held equally responsible with the conductor in carrying out the prescribed rules which are necessary to secure safety. They must receive copies of all telegraph orders for running their trains.
20. Wood, gravel, and construction trains will not occupy the main track between the hours of 7 P. M. and 6 A. M., (unless under a flag of a regular train), without orders from the Superintendent.
21. The engineers will allow no person to ride on engines except the Road Master and Train-men, without permission of the General Superintendent, Assistant Superintendent or Division Superintendent, or Master Mechanic.

## SIGNALS.

22. A stationary red flag by day, or lantern by night, denotes that the track is imperfect, and must be run over with great care. A red flag by day, or red lantern by night, waved upon the track, signifies that the train must come to a full stop. The waving of a hat or any like action, should be regarded as a signal of danger, and NOT PASSED UNNOTICED.
23. A Red Flag by day, or Red Light by night, displayed in front of an Engine, indicates that an Engine or train is following, which has precisely the same rights of the Engine bearing the signal.—An extra train following a regular train, and properly signaled, must always be considered as a part of and to have all the rights of the leading train, and no more.
24. A white flag by day, and a white light suspended below the head light by night carried on the front of an engine, designates that an extra train or engine is moving in the same direction as the engine carrying the white signal, and is to notify wood, construction, and other irregular engines or trains that an extra is on the road, to which they are required to give a clear track, and to notify track men that they are to protect themselves by proper signals, when obstructing the track for repairs. The extra thus flagged has no privileges, other than those allowed for extra and irregular engines and trains, except over wood, construction and gravel trains, and must at all times be on the look out for danger signals. Should two trains meet, each carrying a white signal, the extra engine or train bound west will have the right of the road against the extra engine or train bound east, under the protection of a white signal, and the latter will keep out of the way until the westward train has passed.
25. The Superintendent and Regular Dispatchers, are the only persons authorized to put out signals for following trains. Conductors and Engine-men carrying such signals must, without fail, give notice to the Conductors and engine-men of the train they are to lead, that they will do so. They must also call the attention of Station Agents, Conductors and engine-men having charge of opposing trains, and all others interested, to the signals, and explain their meaning as far as practicable.
26. The enginemen of every train carrying a flag, either red or white, under this rule, when approaching a station, siding or gravel pit, where an engine or train is (or expected to be) standing; and at which he does not stop, will invariably call the attention of the enginemen and conductor of the standing train to the flag, by four short blasts of the whistle.
27. When necessary to stop a train on account of obstructions or other dangers, the signal must be sent forward or back, at least half a mile from such obstruction or danger.
28. A lamp swinging across the track, signifies stop. A lamp raised up and down, go ahead. A lamp swinging over the head, back up.
29. One stroke of the bell, signifies stop. Two strokes, go ahead. Three strokes, back.
30. One blast of the whistle is to break and stop. Two blasts signal to loose the brakes, and three blasts a signal to back.
31. Trackmen must use the utmost caution at all times, as under the telegraph system of working the road, a train may be expected at any moment. At all times when a rail is to be taken out or other work done, a man must be sent out in each direction with proper signals to stop approaching trains. If work is being done which will render the track unsafe for trains to pass at their usual speed, a stationary red flag must be set at least 600 yards from the spot.

H. M. HOXIE, Ass't Sup't.

W. SNYDER, Gen'l Sup't.

R. J. NICHOLL, Acting Div. Sup't.

DESTROY ALL PREVIOUS TIME SCHEDULES.

# UNION PACIFIC RAILROAD

LODGE POLE DIVISION.

## TIME SCHEDULE NO. 15.

TO TAKE EFFECT MONDAY, OCTOBER 26, 1868, AT 3:30 O'CLOCK, A. M.

For the Government and Information of Employes only. The Company reserves the right to vary therefrom at Pleasure.

TRAINS WILL RUN DAILY.

BOUND WEST.					Distances from North Platte	NAMES OF STATIONS.	Distances from Cheyenne	BOUND EAST.				
NO. 9. FREIGHT.	NO. 7. FREIGHT.	NO. 5. FREIGHT.	NO. 3. EXPRESS.	NO. 1. FREIGHT.				NO. 2. FREIGHT.	NO. 4. EXPRESS.	NO. 6. FREIGHT.	NO. 8. FREIGHT.	NO. 10. FREIGHT.
	6.30 P. M.	1.00 P. M.	4.20 P. M.	12.05 A. M.	29.4	OMAHA	318.4	4.30 A. M.	9.30 A. M.	1.30 P. M.	11.15 P. M.	
	5.30 P. M.	1.15 P. M.	7.00 A. M.	10.45 P. M.		NORTH PLATTE 16.5	325.00	3.50 A. M.	7.30 P. M.	12.45 P. M.	10.45 P. M.	
6.50	"	2.35	"	7.45	"	12.00 M.	16.56	2.45	"	6.50	"	11.35 A. M.
8.00	"	3.55	"	8.20	"	15.0 A. M.	36.97	1.50	"	6.15	"	8.00
8.50	"	4.40	"	8.40	"	2.35 "	40.58	1.20	"	5.50	"	9.45
9.40	"	5.30	"	9.00	"	3.20 "	50.22	1.24	"	5.30	"	9.00
11.30	"	6.55	"	9.45	"	4.50 "	69.52	11.30 P. M.	4.40	"	7.30	"
12.40 A. M.	"	8.05	"	10.30	"	6.10 "	86.03	10.30	"	4.00	"	6.10
2.00	"	9.20	"	11.15	"	7.35 "	105.17	9.20	"	3.10	"	4.40
3.15	"	10.45	"	12.00 M.	9.00	"	122.88	8.00	"	2.25	"	3.15
	3.35	"	11.05	"	12.20 P. M.	9.15	132.88	7.45	"	2.00	"	2.45
5.15	"	12.40 A. M.	1.05	"	10.45	"	141.73	6.10	"	1.05	"	12.40 A. M.
6.45	"	2.00	"	1.50	"	12.15 P. M.	139.95	4.45	"	12.15 P. M.	10.10 P. M.	9.00
8.00	"	3.00	"	2.15	"	1.15	171.06	3.45	"	11.45 A. M.	8.50	8.00
9.20	"	4.00	"	2.45	"	2.45	181.00	2.45	"	11.15	"	7.35
10.45	"	5.10	"	3.10	"	4.00	193.02	1.30	"	10.45	"	6.30
12.15 P. M.	"	6.15	"	3.35	"	5.20	205.05	12.15 P. M.	10.10	"	5.30	4.00
1.15	"	7.15	"	4.10	"	6.20	216.60	11.30 A. M.	9.40	"	4.10	2.45
2.00	"	8.00	"	4.30	"	7.00	225.00	10.50	"	9.15	"	3.30
												2.00
1.20 P. M.	10.45 A. M.	4.20 A. M.	4.00 A. M.	4.00 P. M.	417.1	RAWLINGS	192.2	10.00 A. M.	8.10 P. M.	3.10 P. M.	2.30 A. M.	7.00 A. M.
2.25 A. M.	12.35 A. M.	5.20 P. M.	12.15 P. M.	4.50 A. M.	566.4	BRYAN	341.4	10.00 P. M.	12.40 P. M.	2.25 A. M.	12.15 P. M.	5.30 P. M.

H. M. HOXIE, Ass't Sup't.

R. J. NICHOLL, Acting Div., Sup't.

W. SNYDER, Gen'l Sup't.

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